

LARA WEISIGER

From: Dorothy Freeman <dfreeman@pacbell.net>
Sent: Friday, April 15, 2016 9:29 PM
To: dfreeman@pacbell.net
Cc: Trish Spencer; Frank Matarrese; Tony Daysog; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER
Subject: City Council Meeting Item 6C April 19, 2016

City of Alameda
2263 Santa Clara Ave
Alameda, CA 94501

April 15, 2015

Dear Mayor Spencer and Council Members,

I am writing regarding the possible development of housing at the Alameda Marina on Clement Ave.

The City of Alameda has provided all the market rate housing required by the Regional Housing Needs Assessment (RHNA) for 2015-2023. The development presented to the community by Alameda Marina LLP (Limited Liability Partnership) has indicated their primary plan is to build market rate homes while supplying only the required number of moderate, low and very low housing. However, the Alameda Marina mixed-use zoning is not required to fulfill the required housing for 2015-2023 Housing Element RHNA. See attached "Alameda Has Ample Market Rate Developments In Pipeline".

The 84 businesses presently located at the Alameda Marina are just the kinds of jobs we are told Alameda must attract here to create a mix of home owners and business employees. The employees at the Marina are mostly middle-class wage earners and many of the employees who work there already live in Alameda. I am encouraged by the staff report (Item 6C City Council Meeting April 19 Exhibit 3) recommendation for reasonable development at the Marina that will retain most or all of the existing business infrastructure.

While the Staff Report in Exhibit 3 is a much improved plan for Alameda Marina than residential development, Save Alameda's Working Waterfront (SAWW) has provided recommended updates to the Exhibit. SAWW recommended changes to Item 4 states the desire to "provide opportunities for maritime and small scale manufacturing." And "maritime and waterfront commercial recreational businesses" is a better development fit for the Marina. Housing should only be approved if it is necessary to provide funding for safety improvements to the waterfront to preserve the existing maritime businesses, and if it will allow growth in the existing business environment. Exploring work/Live lofts would be an acceptable addition when designed to augment the business nature of the waterfront. Hopefully Work/Live lofts can contribute toward the housing numbers for moderate and low-income housing needed in Alameda.

Item 11 under Transportation in Exhibit 3 of the staff report bothers me. The Staff Report states "improve transportation services from Alameda to Oakland and beyond, including water based transit", "The Alameda Marina is not an appropriate setting for water services that provide Estuary crossing, especially since Encinal Terminals will provide a shuttle crossing and will have parking spaces provided for water transit service. The Alameda Marina and the Clement neighborhood does not/will not have parking space available for water transit individuals driving to the Marina to use water crossing vessels.

The continuing sentence in item 11 states "....also connecting to larger circulation networks within the city." is

the better plan to provide a land shuttle service that will pass by the Alameda Marina. A large number of visitors to the Alameda Marina arrive by boat. Some arrive to have repairs done on their boats and others to do business at the Marina. Many of these business visitors are here for extended times requiring food and lodging but are without ground transportation. A city-wide shuttle could be there to take these visitors to the business districts where they will eat, shop, find a hotel room, or even take in an afternoon movie. The land shuttle would also provide city-wide transportation to the future estuary water taxi launched from Estuary Terminal and the ferry terminals.

Respectfully yours,

Dorothy Freeman

Alameda Has Ample Market Rate Developments In Pipeline

Alameda Marina Units Are Not Needed For RHNA

Housing units

1834 approved per the 2015-2023 Housing Element (units in the pipeline)

1725 required RHNA for 2015-2023

109 surplus per the Housing Element 2015-2023

Additional in the pipeline

26 additional approved for Del Monte after city property made available. $406-380=26$

450 estimated for Encinal Terminals. Tim Lewis Communities states 400-500 will be requested.

585 units - approximate additional to be added within the next year

1834 approved per RHNA

+585 approximate additional

2419 Units toward the 2015-2023 Housing Element requirements

1725 minus required units

694 Surplus toward 2015-2023 RHNA requirements (market rate)

Required Acres

27 acres of private land at the Alameda Marina would need to be replaced in the Housing Element.

Acres not included in the Housing Element but available for swap requirements

60+ acres at Alameda Point Site A

10 acres at Alameda Landing

5 estimated acres at Extra Space Storage: Already zoned R2 but not included in the RHNA available acres.

75 acres available or under construction that were not included in the 2015-2023 RHNA requirements.

27 minus acres of private land at Alameda Marina.

48 surplus acres above the number included in the 2015-2023 RHNA submitted numbers.